



ALEXANDRIA VA.

TUESDAY, SEPTEMBER 20, 1870.

EUROPEAN AFFAIRS.—From the tenor of the dispatches from Europe, it would seem that the occupation of Paris, by the Prussians is inevitable. Their Southern advance troops are expected to cross the Seine at Villeneuve and St. George's pass in the rear of Versailles, and plant batteries on the heights of Clamart, from which point they can command a portion of the city as far as the Boulevard d'Esfer and Mount Parnasse. The northern army is said to be marching by way of St. Denis. The French are reported disputing the advance of the Prussians at several points on the Seine and the Marne, with some success, but a New York Herald correspondent, writing from Paris, states that there was a sanguinary fight ten miles from Paris, on Sunday, between 39,000 Prussians and a French reconnoitering force, in which the latter were defeated; and Prussian scouts are reported at various places near the walls of Paris. Bazaine's army is reported to be well supplied with provisions and munitions.

The report that an interview is to take place between Favre and Bismarck is confirmed, and it is said that "they are now in communication, with reason to believe that a successful negotiation for peace will result," although Mr. Motley has informed the State Department at Washington "that Prussia refuses to treat with the present French government on the ground that it is unauthorized, unstable and incapable of giving lasting guarantees, and not because a republic has been proclaimed, nor that it has any intention of reinstating the Emperor." Earl Granville is reported to have made suggestions to M. Thiers in an interview on Friday last, which, it would seem, he communicated to his Government, and from which has resulted the proposed interview between Bismarck and Jules Favre. Thiers has gone to St. Petersburg.

Trouble with the Red Republicans continues to be feared in Paris. They are still posting placards on the walls announcing a new Government. It was reported that a Socialist meeting was to be held to urge a more radical form, under the leadership of several of the more ultra Republicans.

Rome has not yet been occupied, although the Italians have advanced to within a short distance of the city. The Italian Chambers will soon convene at Florence, to hear the result of the plebiscite in the Papal territory. The troops on entering Vallette were received with enthusiasm. General Bixie, according to reports, is in the city. Spain has approved the recognition of the French Republic by Count Olozaga, the Spanish Minister at Paris.

Ex President Andrew Johnson made a speech last week in Tennessee, in which he "reviewed his public career since the commencement of the war, maintained his consistency, and claimed that he had acted uniformly for the good of the whole country. He referred to the principles on which the Federal Government was organized, and declared that they had been subverted since the war. He said he had always been a Democrat. He was elected Vice President as a Union Democrat, and he had not and would not swerve from the principle he had then professed." Mr. Johnson certainly deserves great credit for his resistance during the last two years of his administration, to the arbitrary and unconstitutional measures forced upon the country, by the Radical majority in Congress. But he did several things at the commencement of his term, for which he can give no excuse. We need not now enumerate them—but we cannot admit, while we think of the case of Mrs. Sarratt, the proclamation offering a reward for Beverly Tucker, &c., and his contemplated action after the surrender in relation to those who capitulated, that he "acted uniformly for the good of the country." In many instances he did so act.

The Richmond Whig, commenting upon some remarks in the State Journal, says that the attempt to subject Virginia to the rule of the colored people, is enough to justify the Whigs and Democrats in coalescing for the common good. But it adds, that bad as this rule would be, it is nothing when compared to that rule engineered and controlled by certain white people who have come among us simply to secure power and obtain offices for themselves, by obtaining the colored vote. This is the sort of rule, says the Whig, "which has cursed all the other Southern States and which the Radicals leaders attempted to saddle on us last year, and are still attempting. The colored people left to themselves, might not govern with excess of wisdom; but they would not have the malice and the ingenuity for mischief which make carpet-bag governments the marvels of the earth." As an illustration of this remark we have only to refer to an article, headed "A Specimen" which appears in another column. And a specimen it is!

The Lynchburg News combats the idea of going into an election for members of Congress from this State, without reference to the politics of the candidates, as in effect transferring Virginia, so far as Congress is concerned, to the Radical party—which party in that event would secure the whole representation, although the State is largely Conservative.

The Legislature of Virginia will re-assemble in Richmond on Saturday, the 1st of October. We hope it will be a short, business session. The people expect it. Enough talking was done at the late session. The expense of long sessions is very great and procrastination leads often to mischief.

NEWS OF THE DAY.

"To show the very age and body of the Times."

Judge Strong, of the U. S. Circuit Court for the Eastern District of Pennsylvania, has decided that as the law stood before the passage of the act of July, 1870, dividends and interest paid by railroad companies on and after January 1, 1870, were not liable to revenue tax, and that the act of July, 1870, could not be accepted as a legislative exposition of the meaning of the former law, so far as it applied to the present case.

As mentioned in yesterday's Gazette, on board of a brig which arrived in New York bay from Havana, a few days ago, the putrid corpse of the captain was found stowed away among the cargo of sugar in the ship's hold. He had died of Asiatic cholera, and his body had been thus concealed to avoid discovery by the Quarantine officers.

The anthracite coal trade in the Schuylkill region is disturbed and production checked by reason of suspension at several large mines. The difficulty does not arise in every instance from differences as to the wages question, but in some cases from a want of the necessary supply of water to the boilers.

The Point of Rocks railroad is being pushed rapidly forward to completion. The Baltimore and Potomac railroad will follow next in order, and will probably be in operation by 1872. Other lines to connect with West and South, now in contemplation, will also shortly take definite shape.

Advices from Arizona, dated the 10th inst., state that Governor Safford at the head of a party of volunteers has taken the field against the Indians in Southern Arizona, and a war of extermination has commenced throughout the entire Territory.

Gen. Burbridge has been appointed to a lucrative position in Kentucky, with a view of assisting the republican party in that State in the election of Congressmen. An effort is to be made to carry four of the Congressional districts.

Liste despatches from China are unfavorable to peace. A Nankin despatch, dated August 22, states that the Governor of that city was assassinated by the natives on account of his well known sympathy for foreigners.

A dispatch from Havana says children of all slaves captured since the year 1854, after serving an apprenticeship of sixteen years, are to be set free, by order of the Captain General, De Rodas.

The Typographical Union of the District of Columbia have admitted to membership a female compositor, Miss Mary C. Green, of Ohio, now employed at the Government Printing Office.

The shooting of Thomas Doran by Henry Briggs, both lads, in Bergen, New Jersey woods, on Saturday, proves to have been murder, and not accident. Briggs is now under arrest.

The London Shipping Gazette anticipates that their will be too much cotton and too little corn in the Southern States. Cotton prices are low, and there is much activity in Lancashire.

A Canadian writes to the Birmingham Gazette that the present Liberal Government of the Colony will drive Canada to annexation to the United States or independence of Great Britain within six years.

On Postoffice route 4,678—Harrisonburg to Waynesborough, E. M. Nuckolls contractor, three additional trips are ordered between Port Republic and Mount Vernon Forge, without change of pay—contractor assenting.

The Philadelphia protracted strike of the iron builders is ended. The builders return to work at the old rates, the managers making no concessions.

General Sheridan, writing under date of September 8 from Rheims, says that the French were always beaten, and the resistance of Paris cannot save France.

Baltis H. Kennard has been appointed by Collector Thomas, Deputy Collector of Customs at Baltimore, vice General Bowerman, removed.

A dispatch says that while Napoleon was at Namur, in Belgium, he calmed the discipline and courage of the Prussian soldiers, and said nothing could keep them out of Paris.

It is said that the village of Bazailles, near Sedan, was destroyed by the Prussians, because some wounded fugitives from the German army were massacred in its streets.

The Panama and West India telegraph cable was opened for public business to Jamaica yesterday. It will be completed to Aspinwall as soon as the cable is received.

At New York an attempt was made yesterday to deprive Vanderbilt of his control of the Hudson and New York Central roads by judicial process, but it was unsuccessful.

General Failley is not dead, as has been so often reported. He and his staff occupy nicely furnished apartments at Mayence, and are provided for by King William.

French captive officers are allowed their choice of German towns as residences. They receive the same rations and pay as when they were at home.

A London despatch says that the stock market there is improving under reports of peace negotiations, and discounts are much easier.

There were five hundred and sixty deaths in Havana, and fifty-two in New Orleans last week from yellow fever.

The Russian Government has transferred 400,000 roubles lately on deposit in the Bank of France to London banks.

Five hundred Spanish soldiers have arrived in Cuba, and a rebel vessel has been captured on the coast.

The taxes in New York city were fixed yesterday at \$2.28 per \$100; 20 cents less than last year.

A fleet of steamers is removing merchandise from Havre and other French ports to England.

Attorney General Ackerman is still quite sick at Atlanta, Ga., and it is not known when he will return to his official duties.

The steamers of the North German Lloyd line are to resume their trips on the 1st proximo.

H. D. Robertson, ex-member of Congress from New York, died yesterday.

The Courts of Maryland are now busily engaged in naturalizing citizens.

Varoloid is raging among the French prisoners at Magdeburg and Wirtemberg.

SECRETARY FISH AND MR. WASHBURN.—The New York correspondent of the Philadelphia Ledger, writing on Sunday, says: Secretary Fish is said to express himself very freely with respect to what are called the incoherent utterances of Minister Washburn against the Administration for not taking a more active part with a view of putting an end to the war. As soon as those utterances can be substantiated by correspondence by mail, there is authority for saying that Mr. Washburn will be called upon to explain them, or vacate his office. The Secretary adheres to the conviction that there is at present, absolutely no opening for American mediation, nor is the situation likely to present one until the fate of Paris is decided.

The Petersburg Courier remarks that the way to encourage immigration to Virginia is to offer lands at reasonable prices, give worthy immigrants a welcome, and treat respectable new comers as friends and neighbors.

The items of Prince William county news, published in yesterday's Gazette, were copied from the Prince William Advertiser.

VIRGINIA NEWS.

Several colored men visited Governor Walker yesterday to ask that colored men be admitted to the jury box. The Governor informed them that the legislature had not altered the old Code so as to admit of it, and advised them to appeal to the Legislature, which meets next month.

Mayor Ellyson has left Richmond for a tour of the principal cities North, to investigate the public school system there and how it may be applied to the new system in that city.

The Richmond Whig says: "It is authoritatively stated in Republican circles that ex Mayor George Chahoon positively declines being again a candidate for the Mayoralty, even if an election should be ordered this fall."

The State Journal says: "We understand that at the next term of the United States Circuit Court suits for damages will be instituted against prominent citizens for defamation of character."

Luther Lee, Jr., Collector of Customs at Norfolk, has been designated by the Secretary of the Treasury to be the proxy of the Government in the transaction of all business relative to the Dismal Swamp Canal.

The Secretary of the Interior has suspended Geo. O. Sutton, Jr., a Pension Agent at Richmond, Virginia, and has appointed in his place Andrew Washburn.

The police of Richmond have arrested Henry Burton in the act of pounding metal into counterfeit five and three cent nickel dies. A large quantity of pieces were found.

A SPECIMEN.—We find the following in the editorial columns of the New York World, and give it the prominence in our own which it should have. Such are the men that have been forced, by the Reconstruction laws of Congress, upon most of the Southern States, Virginia being about the only exception. The World says:

"Some days since we had occasion to expose the infamous malfeasance of Harrison Reed, reconstructed Governor of Florida, and in a letter appearing in an obscure portion of yesterday's Tribune, as if even that journal were ashamed of its correspondent, his surreptitious Excellency denounces our exposure as false. Facts are the best answer, and we therefore say:

"I. When Harrison Reed came into power, in June, 1868, as reconstructed Governor of Florida, the debt of that State was \$250,000. 95, all told. Book-kept and authorized, that debt is now \$14,999,444. Of this \$13,968,000 are in the form of eight per cent. gold-bearing bonds, the very interest whereof, six times greater than their whole actual liability heretofore, the people of Florida are unable to bear.

"II. On the 31st of May, 1869, one George W. Swenson, a railroad lobbyist, writes to Governor Reed thus:—'You remember, when in New York, our agreement was this: You were to call the Legislature together, and use your influence to have our bills passed as drawn by us, and if you were successful in this you were to be paid twelve thousand five hundred dollars in cash, out of which amount was to be deducted the seventy-five hundred dollars you have heretofore received, leaving a balance of five thousand dollars, to be paid at an early day.'

"III. On the 4th of February, 1870, four out of five members of an investigating committee appointed by the Florida House of Representatives reported that Governor Reed ought to be impeached for bribery, embezzlement of public funds, and corruption generally; and the fifth member, while declining to favor impeachment, reported that 'there was evidence of irregular and indiscreet action on the part of Governor Reed which may be considered reprehensible, and not deserving of approval.' So direct was the evidence that Mr. Reed only escaped before his own reconstructed Legislature by the close vote of 26 to 23.

"IV. At the session of the Florida Legislature which Governor Reed received \$12,500 for calling, there was passed an act to incorporate the Great Southern Railway Company, with a capital stock of 10,000,000, and as many acres of Florida lands as Congress might grant in United States land, Harrison Reed being a chief contractor. At the same session was also passed an act to incorporate the Jacksonville Ferry Company, Harrison Reed being again a contractor, and the company having exclusive privileges for six miles up and down the St. John's River, adjacent to and opposite some real estate owned upon its bank by said Reed. Likewise at the same session was passed an act to incorporate the Jacksonville and St. Augustine Railroad, to run from Reed's ferry as aforesaid to St. Augustine, Harrison Reed chief contractor as usual, and the road receiving from the State 250,000 acres of land and indemnity on its bond to the extent of \$500,000. And still furthermore at this same session were appropriated \$10,000 as a State contingent fund; \$2,000 to pay the Governor's impeachment expenses; and \$49,000 for State printing, to be executed in an office owned by the Governor.

"V. Succeeding this campaign, and on the close of the session, Governor Reed sets out for Washington with a document purporting to be an act of the Florida Legislature, and entitled 'An act to authorize the Governor to ask for and receive from the government of the United States the Agricultural College land scrip to which this State may be entitled under and by virtue of the act of Congress of July 2, 1862, providing for agricultural colleges in the several States,' the truth being that no such act was ever introduced into or read or voted on in either branch of the Legislature, the 'act' itself and the signature thereto of the President and Secretary of the Senate and Speaker of the House being as sheer forgeries as it is possible for villainy to conceive or crime to execute. Armed, however, with this 'act,' Governor Reed pushed on to Washington, and doubtless would have secured under it the valuable land scrip due Florida had not one of the Florida State officers, provided with the journals of the Houses and an opinion from the State Attorney General, followed on after and exposed the fraud.

"Such, then, is the frontless carpetbag Governor who, from a sly corner in the Tribune, ventures to impugn the accuracy of the World."—Lynch Virg.

The recently "reported" attempt to assassinate the ex Emperor of the French, amounts, as far as we can see, to very little, in truth to nothing!

NOTICE OF DISSOLUTION.—The firm of CUGSWELL & BOYNTON has this day been dissolved by mutual consent, and the business of the firm will be settled by E. S. Boynton.

E. S. BOYNTON.

Thankful for the patronage of the public to the late firm, I hereby give notice that I will continue the sale of OILS and LAMPS and LAMP GOODS, at the old stand, No. 411 King street, Alexandria, Va.

E. S. BOYNTON.

SEED WHEAT.—Bought and Purple straw, early variety, which produce Red well the past seasons. Also Lancaster Amber and other kinds for sale by

GEORGE W. WORTHINGTON.

Also one COPPER STILL, 90 gallons capacity.

CHOICE HAMS, Dried Beef and Cheese for sale by

J. CLINTON MILBURN.

HORSFORD'S BREAD PREPARATION and Rumford's and Columbia Yeast Powders, for sale by

J. CLINTON MILBURN.

COMMERCIAL.

ALEXANDRIA MARKET, Sept. 20.—The market for Wheat continues active for good and prime lots, and prices are fully maintained; offerings of 2630 bushels white and red, with sales at 122, 125, 130, 132, 135, 138, 140, 145 and 146. Corn is active at an advance; offerings of 143 bushels mixed, with sales at 95. Rye is in light receipt and nominal. Oats are active and firm; offerings of 1374 bushels, with sales at 42, 43 and 44. Butter and Eggs unchanged.

MARINE LIST.

SUN ROSE.....5 45 | MOON SETS.....12 42
SUN SETS.....6 01

PORT OF ALEXANDRIA, SEPT. 20.

ARRIVED.
Steamer E C Knight, Johnson, to Hooe, Wedderburn & Co.

SAILED.
Schr R O Thomas, Boston, by American Coal Co.

Schr Hope, Philadelphia, by Hooe, Wedderburn & Co.

MEMORANDA.

Schrs Nellie H Benedict, Creighton, for New Haven, and Uncas, Ooit, for Norwich, from this port, passed through Hell Gate 17th inst.

Schrs Sarah Wood, Hickman, and Edwin Reed, Hawes, from Boston for this port, sailed from Holmes' Hole 16th inst.

Schr Vesper, hence for Groton, arrived at New London 17th inst.

Schr C & C Brooks, from this port, sailed from Greenport, L. I., 14th inst.

NOTICE TO MARINERS.

On the evening of October 1, 1870, a fixed white light of the 4th order, varied by a white flash every thirty seconds, will be exhibited from the screw-pile lighthouse, which has been recently erected in 124 feet water at mean tide, on Wolf Trap Shoal, between the mouths of the Rappahannock and York rivers, in Chesapeake Bay.

The light vessel now stationed to mark that shoal will, at the time of the exhibition of the light from the lighthouse, be removed.

The iron work of the foundation of the lighthouse is painted red, and the superstructure lead color.

The focal plane of the light is 38 feet above ordinary sea level, and the light should be visible all around the horizon in clear weather at a distance of 11 1/2 nautical miles.

A fog bell, to be rung by machinery, and arranged for being struck at uniform intervals of ten seconds, is placed at the eastern side of the lighthouse, and will be kept in operation during foggy and thick weather.

Stingray Point light (fixed red) bears N by W 1/2 W, distant about 102 nautical miles, and New Point Comfort light, (fixed white) bears S W 1/2 S, distant about 52 nautical miles.

Vessels drawing over 25 feet of water should not approach the lighthouse on the eastern side nearer than one half mile.

Vessels drawing not over 18 feet water may approach the lighthouse on the north or south side within 1 1/2 miles, and vessels drawing over 6 feet should not attempt to pass between the lighthouse and the main land.

CANAL COMMERCE.

ARRIVALS.
Boats T Paton, Kate, H C Flagg and Eagle, to American Coal Co.

DEPARTURES.
Boats Thos Paton, Kate and Henry O Flagg, for Cumberland

INSURANCE AGENCIES.

GENERAL INSURANCE AGENCY.

GEO. K. WITMER & CO.,
127 King street,
ALEXANDRIA, VA.

Representing—

ST. LOUIS MUTUAL LIFE INSURANCE COMPANY,

For the States of Virginia, West Virginia, North Carolina, Maryland and District of Columbia.

Assets, \$5,046,197.23, and rapidly increasing.

Annual Income, \$3,500,000 00.

Dividends paid annually.

Policies non-forfeitable.

Active and reliable agents wanted

We also represent the

TRAVELLERS' ACCIDENT INS. CO.,
OF HARTFORD.

Assets.....\$1,350,000

Imperial Fire Insurance Co.,
OF LONDON.

Assets.....\$9,000,000, gold

GEORGIA HOME FIRE INSURANCE CO.,
AUGUSTA, GA.

Assets.....\$500,000

SOUTHERN FIRE INSURANCE CO.,
RICHMOND, VA.

(Insures against damage by lightning.)
Capital.....\$250,000

OLD DOMINION FIRE INSURANCE CO.,
RICHMOND, VA.

Capital.....\$200,000

All losses adjusted and promptly paid at this Agency. Insurance negotiated in other companies if desired.

K. KEMPER,
F. A. DICKENS,

Special Agents for Alex. and vicinity.

aug 20—1m

INSURANCE.

FIRE AND MARINE RISKS

placed in responsible companies, at fair rates, by

ap 7-11 HOOE, WEDDERBURN & CO.

SOUTH CAROLINA FLOORING.

120 0/0 feet 5-4 S. C. Flooring.

76,000 feet, dry, daily expected from Charleston, S. C., per schr M. H. Bedell, and for sale by

ap 12 HOOE, WEDDERBURN & CO.

WHITE SEED WHEAT.

100 bushels BOUGHTON WHEAT in store and for sale by

ap 19 HOOE, WEDDERBURN & CO.

RAILROAD LINES.

KNOX'S EXPRESS checks Baggage from Residents, Hotels, &c., to all points on the W. & O. R. R. Also to the Railroad Depot in Washington, or any address in this city, Washington, or Georgetown. Office No. 7 North Washington street. J. B. RIDGWAY, Agent, Alexandria, Va.

ALEXANDRIA & WASHINGTON R. R.

SAM'L M. SHOEMAKER.....President
J. DEAN SMITH.....Vice President
OSCAR A. STEVENS.....Secretary

DIRECTORS:
Richard T. Merrick, J. Dean Smith,
George Wm. Brent, Walter Lenox,

DEPARTURE OF PASSENGER TRAINS.

Through Mail Trains leave Washington, from Maryland avenue depot, at 7:10 a.m. for Lynchburg and intermediate stations, Sundays included, and 10:20 a.m. for Harrisonburg and intermediate stations, the Masses Branch of the O. A. & M. R. Sundays excepted. Leave Alexandria, from the corner of Duke and Henry streets, at 1:50 p.m. from Harrisonburg, Sundays excepted, and 6:30 from Lynchburg, Sundays included.

Local Passenger Trains leave Washington, from Maryland avenue depot, at 7:15, 9 and 11:15 a.m. and 1:50, 3, 4, 6:10 and 7:10 p.m.—Leave Alexandria, from the corner of Duke and Henry streets, at 4:45 and 9 a.m., and from the corner of King and St. Asaph streets at 8, 10 and 10:20 a.m., and 1, 3 and 5 p.m.

Local Sunday Trains leave Alexandria, from the corner of Duke and Henry streets, at 4:45 a.m. Leave Washington, from Maryland avenue depot, at 7:10 p.m.

Through tickets can be procured at the office of the Company, corner of 5th street and Maryland avenue, Washington, and baggage checked through.

O. A. STEVENS, Gen. Supt.
W. J. PHELPS, 'en Manager. sep 14-1f

ORANGE, ALEXANDRIA AND MANASSAS RAILROAD.

On and after FRIDAY, August 6, 1870, one daily passenger train will run between WASHINGTON and LYNCHBURG, connecting at Gordonsville, with the Chesapeake and Ohio Railroad to Richmond, Covington and the Virginia Springs; at Lynchburg for the West and Southwest, and at Washington, to the North and Northwest.

Leave Washington daily at 6:55 a.m., and Alexandria at 8:00 a.m., arriving at Lynchburg at 5:05 p.m.

Leave Lynchburg at 8:25 a.m., arrive at Alexandria at 9:25 p.m., and at Washington at 6:15 p.m.

Passengers for MANASSAS BRANCH will leave Alexandria at 11 a.m., reach Strasburg at 3:42 p.m. and arrive at Harrisonburg at 9:45 p.m. Eastward, leave Harrisonburg at 6:30 a.m., pass Strasburg at 9:28 a.m., arrive at Alexandria at 1:45 p.m., Washington 2:35 p.m. and Baltimore at 3:30 p.m.

Good connections by comfortable Coaches, are made on this line to Middleburg from the Plains; to Upperville, from Piedmont; to Capon Springs from Strasburg; to Orkney Springs from Mount Jackson, and to Rawley and Augusta Springs and Weyer's Cave from Harrisonburg.

Both the Eastward and Westward bound trains make close connection at Strasburg with the Winchester and Strasburg Railroad to Winchester, Harper's Ferry, &c.

Through tickets and baggage checked to all prominent points.

J. M. BROADUS,
sep 6-1f General Ticket Agent.

WASHINGTON & OHIO RAILROAD.

SPRING SCHEDULE, BEGINNING MARCH 21, 1870.

Two Trains Daily (except Sunday) between Alexandria and Hamilton.

Leave Alexandria at 8:30 a.m. and 5 p.m. Arrive at Hamilton at 10:40 a.m. and 7:30